

Green (TX)	Mascara	Sabo
Green (WI)	Matsui	Salmon
Greenwood	McCarthy (MO)	Sanchez
Gutierrez	McCarthy (NY)	Sanders
Gutknecht	McCollum	Sandlin
Hall (OH)	McCrery	Sanford
Hall (TX)	McDermott	Sawyer
Hansen	McGovern	Saxton
Hastert	McHugh	Scarborough
Hastings (FL)	McInnis	Schaffer
Hastings (WA)	McIntosh	Schakowsky
Hayes	McIntyre	Scott
Hayworth	McKeon	Sensenbrenner
Hefley	McKinney	Serrano
Herger	McNulty	Sessions
Hill (IN)	Meehan	Shadegg
Hill (MT)	Meek (FL)	Shaw
Hilleary	Meeks (NY)	Shays
Hilliard	Menendez	Sherman
Hinchey	Metcalfe	Sherwood
Hinojosa	Mica	Shimkus
Hobson	Millender-	Shows
Hoefel	McDonald	Shuster
Hoekstra	Miller (FL)	Simpson
Holden	Miller, Gary	Sisisky
Holt	Miller, George	Skeen
Hooley	Minge	Skelton
Horn	Mink	Smith (MI)
Hostettler	Moakley	Smith (NJ)
Houghton	Mollohan	Smith (TX)
Hoyer	Moore	Smith (WA)
Hulshof	Moran (KS)	Snyder
Hunter	Moran (VA)	Souder
Hutchinson	Morella	Spence
Hyde	Murtha	Spratt
Inslie	Nadler	Stabenow
Isakson	Napolitano	Stark
Istook	Neal	Stearns
Jackson (IL)	Nethercutt	Stenholm
Jackson-Lee	Ney	Strickland
(TX)	Northup	Stump
Jefferson	Norwood	Sununu
Jenkins	Oberstar	Sweeney
John	Obey	Talent
Johnson (CT)	Olver	Tancredo
Johnson, E. B.	Ortiz	Tanner
Johnson, Sam	Ose	Tauscher
Jones (NC)	Owens	Tauzin
Jones (OH)	Oxley	Taylor (MS)
Kanjorski	Packard	Taylor (NC)
Kaptur	Pallone	Terry
Kasich	Pascarella	Thomas
Kelly	Pastor	Thompson (CA)
Kennedy	Paul	Thompson (MS)
Kildee	Payne	Thornberry
Kilpatrick	Pease	Thune
Kind (WI)	Pelosi	Thurman
King (NY)	Peterson (MN)	Tiahrt
Kingston	Peterson (PA)	Tierney
Klecza	Petri	Toomey
Klink	Phelps	Towns
Knollenberg	Pickett	Traficant
Kolbe	Pitts	Turner
Kucinich	Pombo	Udall (CO)
Kuykendall	Pomeroy	Udall (NM)
LaFalce	Porter	Upton
LaHood	Portman	Velazquez
Lampson	Price (NC)	Vento
Lantos	Pryce (OH)	Visclosky
Largent	Quinn	Walden
Larson	Radanovich	Walsh
Latham	Rahall	Wamp
LaTourette	Ramstad	Waters
Lazio	Rangel	Watkins
Leach	Regula	Watt (NC)
Levin	Reyes	Watts (OK)
Lewis (CA)	Reynolds	Waxman
Lewis (GA)	Riley	Weiner
Lewis (KY)	Rivers	Weldon (FL)
Linder	Rodriguez	Weldon (PA)
Lipinski	Roemer	Wexler
LoBiondo	Rogan	Weygand
Lofgren	Rogers	Whitfield
Lowey	Rohrabacher	Wicker
Lucas (KY)	Ros-Lehtinen	Wilson
Lucas (OK)	Rothman	Wise
Luther	Roukema	Wolf
Maloney (CT)	Roybal-Allard	Woolsey
Maloney (NY)	Royce	Wu
Manzullo	Rush	Wynn
Markey	Ryan (WI)	Young (AK)
Martinez	Ryun (KS)	Young (FL)

NOT VOTING—9

Calvert	Myrick	Slaughter
English	Nussle	Stupak
Frelinghuysen	Pickering	Weller

□ 1924

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. WELLER. Mr. Speaker, on rollcall No. 71, I was inadvertently detained. Had I been present, I would have voted "yea."

Mr. PICKERING. Mr. Speaker, I was unavoidably detained and missed the following rollcall vote: Rollcall vote No. 71, H. Res. 130. Had I been present, I would have voted "aye."

GENERAL LEAVE

Mr. SPENCE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on House Resolution 130, the resolution just agreed to.

The SPEAKER pro tempore (Mr. LATOURETTE). Is there objection to the request of the gentleman from South Carolina?

There was no objection.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 1150

Mr. GEORGE MILLER of California. Mr. Speaker, I ask unanimous consent to remove my name as a cosponsor of H.R. 1150.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

INTERIM FEDERAL AVIATION ADMINISTRATION AUTHORIZATION ACT

Mr. SHUSTER. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the Senate bill (S. 643) to authorize the Airport Improvement Program for 2 months, and for other purposes, and ask for its immediate consideration in the House.

The Clerk read the title of the Senate bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Pennsylvania?

Mr. OBERSTAR. Mr. Speaker, reserving the right to object, I yield to the gentleman from Pennsylvania (Mr. SHUSTER) briefly to explain the bill.

Mr. SHUSTER. Mr. Speaker, this is a simple extension. We are taking the Senate's bill to extend the Airport Improvement Program for 2 months so that we can then deal with the major legislation in April or May. That is all this is.

Mr. OBERSTAR. Mr. Speaker, I am happy to yield to the gentleman from Tennessee (Mr. DUNCAN).

(Mr. DUNCAN asked and was given permission to revise and extend his remarks.)

Mr. DUNCAN. Mr. Speaker, I rise in support of this legislation.

On March 31, 1999, funding for the FAA Airport Improvement Program will be cut off. Last year, we attempted to pass a comprehensive long-term bill that would have extended AIP and FAA funding.

However, due to a breakdown in conference negotiations, only a short-term 6-month extension for the AIP was passed as part of the Omnibus appropriations bill.

In February of this year, the House passed H.R. 99, a six-month bill to extend AIP and fund FAA's operations and facilities and equipment programs through the end of FY 99.

H.R. 99 was passed so that AIP funding would not run out while we attempted to pass our long-term aviation reauthorization bill, AIR-21.

H.R. 99 was passed out of the House and sent to the Senate on February 3, two months prior to the expiration of AIP funding on March 31st.

In the shadow of this imminent deadline, last week the Senate passed a two-month extension bill that would fund AIP only through May 31st of this year.

The Senate bill also includes technical changes for the Military Airport Program and the small airport fund within AIP to allow them to work under the limited extension.

In addition, the Senate bill extends the War Risk Insurance program for two additional months. Its funding is also set to expire on March 31st. This is an important issue, especially in light of current events.

The House passed H.R. 98 in February, which extended the War Risk Insurance Program through 2004. If the Senate should pass H.R. 98, it is our intention that that bill extension for 5 years should take precedence over this two-month provision.

Finally, the Senate bill allows the FAA to consider a PFC application from Metropolitan Washington Airport Authority up to a limit of \$30 million. Under current law, FAA is not allowed to consider a PFC application from MWAA.

Although this bill only extends the programs for two months instead of the House-passed six month bill, it is important that this bill pass so that funding for AIP does not lapse.

I urge you all to support this bill so that this short term measure is in place and funding for your local airports will remain in effect while we attempt to pass a long-term FAA reauthorization bill.

(Mr. OBERSTAR asked and was given permission to revise and extend his remarks.)

Mr. OBERSTAR. Mr. Speaker, it is regrettable that the other body did not act as responsibly and as promptly as this committee and this body did, but I do support this 2-month extension.

Further reserving the right to object, I want to observe with sadness the death of a good friend to airports, to this committee, and to the Congress, Ellis Ohnstad, the long-time employee of the FAA Airports Office, a constant source of good humor and solid information and support for our committee. We will miss him dearly.

Mr. Speaker, I rise today to support passage of S. 643. S. 643 provides for a 2-month extension of the Airport Improvement Program (AIP) and authorization for other Federal Aviation Administration (FAA) programs through the end of the fiscal year 1999.

NAYS—1

Lee

In February, the House passed H.R. 99 which extended the AIP until the end of fiscal year 1999. The other body was unwilling to agree to a 6-month extension and sent to the House a 2-month extension. The House approach is still the preferable one, but with AIP due to lapse on March 31, a 2-month extension is better than letting the program expire.

It is disturbing to me that the other body continues to play political games with AIP. AIP funds critical safety, security, and capacity projects at airports throughout this country. The stop-go-stop approach taken by the other body to this issue has caused administrative inefficiencies at the FAA and, more importantly, doubt for airports in moving forward on projects. I am particularly concerned about northern states where the lack of commitment to a full-year program threatens the construction season.

It is my hope that another extension will not be needed since the Transportation and Infrastructure Committee on March 18th passed H.R. 1000, the Aviation Investment and Reform Act for the 21st Century, known as AIR-21. With leadership support and assistance, we should be able to move this bill forward for floor consideration shortly.

H.R. 1000 meets four pressing challenges facing the aviation system: Capacity at our nation's airports; accelerating the modernization of the air traffic control system; promoting competition in the airline industry; and increasing safety in the aviation system.

We have tremendous needs especially in the airport system: renovating existing runways and taxiways; helping communities cope with noise problems; increasing capacity through projects like San Francisco's \$1 billion runway project; and meeting airport requirements so the smaller airports can take advantage of technological breakthroughs like GPS/WAAS. AIR-21 meets these airport and other challenges and I look forward to working with Members of the House on its passage.

In the short-term, this extension is needed and I ask all Members to support S. 643.

Mr. Speaker, I withdraw my reservation of objection.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

The Clerk read the Senate bill, as follows:

S. 643

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Interim Federal Aviation Administration Authorization Act".

SEC. 2. EXTENSION OF AIRPORT IMPROVEMENT PROGRAM.

(a) AUTHORIZATION OF APPROPRIATIONS.—Section 48103 of title 49, United States Code, is amended by striking from "\$1,205,000,000" through the period and inserting "\$1,607,000,000 for the 8-month period beginning October 1, 1998."

(b) OBLIGATIONAL AUTHORITY.—Section 47104(c) of such title is amended by striking "March" and inserting "May".

(c) LIQUIDATION-OF-CONTRACT AUTHORIZATION.—The Department of Transportation and Related Agencies Appropriations Act, 1999 is amended by striking the last proviso under the heading "Grants-in-Aid for Airports, (Liquidation of Contract Authoriza-

tion), (Airport and Airway Trust Fund)" and inserting "Provided further, That not more than \$1,300,000,000 of funds limited under this heading may be obligated before the enactment of a law extending contract authorization for the Grants-in-Aid for Airports Program beyond May 31, 1999."

SEC. 3. AIRWAY FACILITIES IMPROVEMENT PROGRAM.

Section 48101(a) of title 49, United States Code, is amended by adding at the end thereof the following:

"(3) \$2,131,000,000 for fiscal year 1999."

SEC. 4. FAA OPERATIONS.

Section 106(k) of title 49, United States Code, is amended by striking from "\$5,158,000,000" through the period and inserting "\$5,632,000,000 for fiscal year 1999."

SEC. 5. REMOVAL OF THE CAP ON DISCRETIONARY FUND.

Section 47115(g) is amended by striking paragraph (4).

SEC. 6. EXTENSION OF AVIATION INSURANCE PROGRAM.

Section 44310 of title 49, United States Code, is amended by striking "March" and inserting "May".

SEC. 7. MILITARY AIRPORT PROGRAM.

Section 124 of the Federal Aviation Reauthorization Act of 1996 is amended by striking subsection (d).

SEC. 8. DISCRETIONARY FUND DEFINITION.

(a) AMENDMENT OF SECTION 47115.—Section 47115 of title 49, United States Code, is amended—

(1) by striking "25" in subsection (a) and inserting "12.5"; and

(2) by striking the second sentence in subsection (b).

(b) AMENDMENT OF SECTION 47116.—Section 47116 of such title is amended—

(1) by striking "75" in subsection (a) and inserting "87.5";

(2) by redesignating paragraphs (1) and (2) in subsection (b) as subparagraphs (A) and (B), respectively, and inserting before subparagraph (A), as so redesignated, the following:

"(1) one-seventh for grants for projects at small hub airports (as defined in section 41731 of this title); and

"(2) the remaining amounts based on the following:"

SEC. 9. RELEASE OF 10 PERCENT OF MWAAs FUNDS.

(a) IN GENERAL.—Notwithstanding sections 49106(c)(6)(C) and 49108 of title 49, United States Code, the Secretary of Transportation may approve an application of the Metropolitan Washington Airports Authority (an application that is pending at the Department of Transportation on March 17, 1999) for expenditure or obligation of up to \$30,000,000 of the amount that otherwise would have been available to the Authority for passenger facility fee/airport development project grants under subchapter I of chapter 471 of such title.

(b) LIMITATION.—The Authority may not execute contracts, for applications approved under subsection (a), that obligate or expend amounts totalling more than the amount for which the Secretary may approve applications under that subsection, except to the extent that funding for amounts in excess of that amount are from other authority or sources.

The Senate bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

□ 1930

GENERAL LEAVE

Mr. SHUSTER. Mr. Speaker, I ask unanimous consent that all Members

may have 5 legislative days within which to revise and extend their remarks on S. 643.

The SPEAKER pro tempore (Mr. LATOURETTE). Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF HOUSE JOINT RESOLUTION 37

Mr. BARTON of Texas. Mr. Speaker, I ask unanimous consent to remove the name of the gentleman from Illinois (Mr. JOHN PORTER) from House Joint Resolution 37, the Tax Limitation Constitutional Amendment.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Texas?

There was no objection.

EXTENDING SELECT COMMITTEE ON U.S. NATIONAL SECURITY AND MILITARY/COMMERCIAL CONCERNS WITH PEOPLE'S REPUBLIC OF CHINA

Mr. COX. Mr. Speaker, I ask unanimous consent that the Committee on Rules be discharged from further consideration of the resolution (H. Res. 129) extending the Select Committee on U.S. National Security and Military/Commercial Concerns With the People's Republic of China, and ask for its immediate consideration.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

The Clerk read the resolution, as follows:

H. RES. 129

Resolved,

SECTION 1. EXTENSION OF SELECT COMMITTEE.

Section 2(f)(1) of House Resolution 5, One Hundred Sixth Congress, agreed to January 6, 1999, is amended by striking "April 1, 1999" and inserting "April 30, 1999 (or, if earlier, the date on which the Select Committee completes its activities)".

The resolution was agreed to.

A motion to reconsider was laid on the table.

SPECIAL ORDERS

The SPEAKER pro tempore (Mr. BASS). Under the Speaker's announced policy of January 6, 1999, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Florida (Mr. SCARBOROUGH) is recognized for 5 minutes.

(Mr. SCARBOROUGH addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)